

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c, and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORTER,
Subscription, paid in advance, \$12
per annum. Postage to any part of
the world \$2.

No. 15,656. 號六十五六千五萬一第 日五十二月五年四十三號光 HONGKONG, TUESDAY, JUNE 23RD, 1908. 二年 號三十二月六年八零百九千一英港香 PRICE, \$3 PER MONTH.

Hongkong Daily Press.

ESTABLISHED 1857

THE
 DIRECTORY & CHRONICLE
 FOR 1908.
 Complete Edition \$10.00
 Small 6.00
 Orders may be sent to the
 Hongkong Daily Press Office and
 to the Local Booksellers

WATSON'S
LOTION FOR
PRICKLY
HEAT

An Invaluable Remedy
Immediately Relieves the Irritation.

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 275 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.35 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 29th April, 1908.

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 mm.
WITH CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907.

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
WITH CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & CO. Agents
Hongkong, 13th March, 1907.

NEW CARTRIDGES.

BY Popular English Manufacturers. In
all Boxes and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to SSSG. at \$6.87 and
\$7.50 per 100 SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 28th October, 1907.

A. LING & CO.
19, QUEEN'S ROAD CENTRAL
(Next to Messrs. KUHN & KOMO).

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907.

A. TACK & CO.
26, DES VŒUX ROAD, CENTRAL.

JUST LANDED A LARGE STOCK OF
WRATTEN and WAINWRIGHT
PLATES.

EASTMAN'S KODAKS and FILMS.

DEVELOPING and PRINTING
UNDERTAKEN.

Hongkong, 4th March, 1907.

PEAK TEAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 3.15 p.m. ... Every 10 minutes.
3.15 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 10 minutes.

NIGHT CARS.
5.45 p.m. to 9.00 p.m. & 11.15 p.m.
every hour.

SATURDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.30 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 Noon. ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.30 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 Noon. ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to

11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Building, Des Vœux
Road Central.

JOHN D. HUMPHREY & SON,
General Managers.

Hongkong, 6th May, 1907.

LANE, CRAWFORD & CO.
(TELEPHONE 97).

AERTEX CELLULAR SHIRTS
WITH OR WITHOUT CUFFS.

BEST FRENCH PRINT SHIRTS
\$3.50 EACH 6 FOR \$19.50.

FINE ZEPHYR SHIRTS
\$4.50 EACH 6 FOR \$25.00.

CEYLON FLANNEL SHIRTS
WITH COLLARS TO MATCH.

LANE, CRAWFORD & CO.

Hongkong, 12th June, 1908.

MIYASAKI & CO.
COAL MERCHANTS.

HEAD OFFICE:—Sakayamachi, Kome, Japan.
BRANCH OFFICES:—Nishinobashi, SHIMONOSAKI, Japan, and HONGKONG.

CABLE ADDRESSES:—

"MIYASAKI," applying to Head Office and Shimonosaki Branch.
"YUTAKA," applying to Hongkong Branch only.

A. B. C. 5th Edition used.

THE HEAD and BRANCH OFFICES will receive my Order for
JAPAN COALS.

Y. KUBO, MANAGER, HONGKONG

No. 8, Queen's Road Central.

Hongkong, 27th November, 1907.

DENTAL HYGIENE.

Antiseptic Aids to the Maintenance of Personal Health

LISTERINE

The Standard Antiseptic Preparation

THREE SIZES \$0.70, \$1.25 AND \$2.00.

LISTERINE TOOTH POWDER

A Frictionary Dentifrice for Employment in Conjunction with Listerine

70 CENTS PER BOTTLE.

LISTERINE DERMATIC SOAP

An Antiseptic Detergent

70 CENTS PER TABLET.

LISTERINE

AND

LISTERINE SPECIALTIES

FOR SALE BY

TELEPHONE NO. 708.

WATKINS LIMITED.

CHEMISTS AND DRUGGISTS,

AERATED WATER MANUFACTURERS

31, Queen's Road Central.

Hongkong, 12th June, 1908.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA

ESTABLISHED 1815.

Per Q. 50

BRANDY ★ ★ ★ - \$22.50

" ★ ★ 20.00

" ★ 17.00

WHISKY, PALL MALL 20.00

" JOHN WALKER & SONS' OLD HIGHLAND 12.50

" C. P. & CO.'S SPECIAL BLEND 10.50

PORT WINE, INVALIDS 20.00

" DOURO 13.50

SHERRY, FINO SUPERIOR 11.75

" LA TORRE 16.00

" OLD EAST INDIA 18.50

" AMOROSO 20.0

" ROYAL AMONTILLADO 23.00

" CUBIC SOLEIRA 26.50

BENEDICTINE, D.O.M. - Qts. 40.00 Pts. 42.00

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS.

45



TEN YEARS OLD.

\$14 PER DOZEN.

" WHITE HORSE" WHISKY
BOTTLED IN SCOTLAND
FROM THE
ORIGINAL RECEIPT OF 1746.
SOLE AGENTS:

LANE, CRAWFORD & CO.

C. LAZARUS & CO.,

60 & 61, BENTINCK STREET,

CALCUTTA.

BILLIARD TABLES

Manufactured in CALCUTTA of TIMBER which has been

THOROUGHLY SEASONED.

CATALOGUE AND PARTICULARS ON APPLICATION.

C. LAZARUS & CO., CALCUTTA.

885-1

AQUARIUS WATER.

A PURE, TREBLE DISTILLED

TABLE WATER.

IN QUARTS, PINTS AND SPLITS.

TELEPHONE NO. 75.

CALDBECK, MACGREGOR & CO.

Hongkong, 29th May, 1908.

15, Queen's Road Central.

" HONGKONG DAILY PRESS" PUBLICATIONS.

FROM HONGKONG TO CANTON	BY THE PEARL RIVER—A Book for the Globetrotter," by Capt. C. V. LLOYD; with Maps and Illus. \$1.20
Do. Do. Small Edition 6.00	
CHILDREN OF FAR CATHAY: a Social and Political Novel, by C. J. Holcombe	3.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891	1.00
THE HONGKONG TYPHOON, Sept. 18th, 1906. Illustrated Account	0.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50
HONGKONG HANSAH REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	4.00
OUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladymouth Relief Column	4.00
WAIKUO EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonehough	1.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25
TRADE MARK REGULATIONS IN CHINA	0.25
FROM HONGKONG TO CANTON	BY THE PEARL RIVER—A Book for the Globetrotter," by Capt. C. V. LLOYD; with Maps and Illus. \$1.20
Do. Do. Small Edition 6.00	
HONGKONG WEEKLY PRESS, half yearly, vol. bound	7.50
FIFTY YEARS ANGLO-CHINESE CALENDAR, 1854 to 1913	2.00
RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1906	2.00
BOMBAY RATES OF EXCHANGE AT HONGK	

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS
BY APPOINTMENT TO HIS EXCELLENCY
THE GOVERNOR & HOUSEHOLD.WATSON'S
YE OLDE ENGLISH
LAVENDER

WATER

In Elegant Bottles. A delightful adjunct
to the Toilet.WATSON'S
GENUINE
EAU DE COLOGNE

Cooling and Refreshing.

WATSON'S
TOILET SOAPSOf the finest quality, guaranteed
OTTO OF ROSE
PEAU D'ESPAGNE

VIOLET-OATMEAL

VIOLETTE-DE-PARME

SKIN SOAP FOR THE COMPLEXION
PRICKLY HEAT SOAP

(Aromas, Camphor and Carbolic).

WATSON'S
AMMONIAFor the Toilet and Bath. Refreshing
and Invigorating.A. S. WATSON & CO.,
LIMITED.THE HONGKONG DISPENSARY,
ALEXANDRA BUILDINGS.

Hongkong, 22nd June, 1908.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns
should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Non-anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS.

Codes: A.B.C. 5th Ed. Lieber.

P. O. Box, 84 Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 23RD, 1908

How much history is connected with geology may be seen exemplified in that of Asia from time immemorial. According to the popular belief, current even amongst many prominent geologists of the day Asia is the most ancient of the continents, in comparison with which Europe but an infant; and to Asia Europe is indebted for her inhabitants, men and animals, as well as for her civilisation and her religion. As a fact, of the two continents Europe is by far the older, and was to a great degree peopled while the great expanses of Central Asia, at least, formed a huge Mediterranean Sea, manyfold greater than its modern representative that now forms a parting between Europe and North Africa, but which two continents were then united. These changes took place, not only well within the human period, but even since many of the still existing races of men had come into existence, and there is no doubt were the foundation of many of the primal legends still current, but which were more widely spread in the ages just anterior to history. One of these legends is that of the Flood and regarding it is noteworthy that all the myths can be traced to the area in question. Another curious myth, of nearly as wide distribution, is that the people that remained to people the new earth, are always represented as descending from mountain, may be Parnassus, or Ararat, or Domavand, or the Pamirs, but always connected with this region of Asia. Many of these flood stories tell of a prior degenerate race of men having peopled these regions, who were destroyed by the rising waters, but on one

thing they are unanimous, and that is, that the descendants of the new comers finally peopled the emerged land.

Now ethnographers are pretty well agreed that the blond races, by whatever names they select to call them, are the most modern of all, and until a comparatively few years ago, when the Germans put in a claim for their country having been their birth place, myth and tradition it was held, agreed in making Central Asia their original home. These people knew nothing of Chinese, or what was the same thing knew it only from the ignorant misinterpretations of the eighteenth century, nor were they acquainted with the stories of primitive tradition concealed in the sacred writings of the Zoroastrians. Now it is interesting to discover that the older Chinese myths and traditions quite fit in with the older European tales in relegating to Central Asia the original homes of the blonds; whence they come we know not, but their appearance seems to have been contemporaneous with the final retreat of the ocean. The Chinese traditions are very explicit in saying that they found the mountain slopes covered with forests, through which they had to cut their way to gain access to the lower plains. Chinese and Indian tradition again agrees in making these people the original inventors of the plough, and hence the first introducers of regular agriculture. But besides these blond peoples, traces of whom we find in the more elevated parts of Central Asia, Asia was invaded by a much older race, these peoples seemed to have entered from Europe the more northerly regions, and settled in what is now Siberia. They were dark swarthy folk, with great round heads and little or no hair on their faces, in entire contrast to their southern blond and hairy neighbours. From whatever cause, and in this Zoroastrian and Chinese lore perfectly agree, Northern Asia was gradually becoming colder all this while, and the northern swarthy folk, finding that they could no longer sustain life along the fringes of the Northern, now Arctic Ocean, began to press on their southern and more advanced neighbours. This is vouches for in Greek, Zoroastrian, and Chinese lore. The Greeks called these intruders Arimaspis, the Zoroastrians Azhi-Dakas, and the Chinese Tiks, or rather Diks.

The country, we have seen, as least on the higher grounds supports great forests, and of these we find traces everywhere from Western Persia to China. In their new born zeal for agriculture the blonds commenced the work of cutting down the forests, like the modern settlers in the United States, not pausing to think of the future. As these blond folk have elsewhere usually shown themselves tree-lovers, it is possible they would eventually have paused, but throughout most of the region in question they were gradually superseded by the others. Even as late as the fourth century we find an intelligent historical Chinese writer informing us that all the peoples living west of Lake Baghazh were fair, had light hair and blue eyes, and wore great beards; and it was the ancestors of those folk, who as Goths, or other Teutons, had poured in their millions into Europe, and destroyed the Roman Empire.

The northern people who, as Diks, or Hiung Nu, or Turks of various sorts poured into Central Asia from the fifteenth century a.c. were much behind the other peoples in culture; like all nomades their rule was entirely one of waste and slaughter with no thought of the morrow. For then the forests had no charm, and no use beyond their immediate utility as fuel. For the sake of destruction they burnt down everything combustible, indifferent whether it were tree or an ancient vase uprooted by centuries of human labour. Under their inroads Asia Minor, the lands of the Tigris and Euphrates, and the adjacent districts were swept of their forests, as well as of everything destructible that remained of the old civilisation: a little later the same lot fell to Persia and Afghanistan, not a tree remaining over thousands of square miles to mark the former rich forests. Of course, this wholesale destruction of the forests has had its disastrous effects on the climate, and the entire of Western Asia is rapidly reverting to desert conditions. For some time Eastern Asia, including China, succeeded in averting the scourge, but it came at last, and it is to the everlasting shame of the Manchus, that since the establishment of the present dynasty, its policy has been to help on rather than retard the destruction of the few remaining forests. Perceptibly within the last century has the process of destruction in North China gone on unchecked, and, as in Persia and the west, for each tree cut down without replacement the desert has demanded its toll.

One spot, and one alone, remained in Eastern Asia as a witness of what the Con-

SUPREME COURT

Monday, 22nd June.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE.

(SIR FRANCIS PIGGOTT).

A BANKING TRANSACTION.

Choy Ho Shih alias Choy Sap Sip Pai sued the Wa Wing Hong Bank and Chan Tui Po. Mr. Slade, instructed by Mr. Stevenson of Messrs. Locker and Deacon appeared for the plaintiff, but the defendants did not enter an appearance.

Mr. Slade read a letter from Messrs. Hastings and Hastings in which they said that defendants were not in Hongkong for the purpose of attending the trial and they did not propose to proceed further. The amount claimed was \$10,000 for money lent to the bank by plaintiff. Mr. Slade said that it was an ordinary deposit with the bank, and as regarded the partnership of Chan Tui Po he would formally prove that he was a partner and that it had been so decided in two other cases.

The plaintiff, who was the fourteenth wife of Choy Shung, said she deposited the \$10,000 in the bank on the 6th January, 1906, and neither the money nor interest thereon had been paid to her.

After hearing other evidence, his Lordship entered judgment for plaintiff.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(ACTING JUNIOR JUDGE).

A PECCULIAR ARRANGEMENT.

In the action Chan Shan U against Mak Man Hing for \$350 money due on a promissory note or in the alternative money lent, defendant admitted the promissory note but said he did not know the plaintiff. He got the money from another man. Plaintiff said he gave the money to another man to lend to defendant.

Judgment was given for the amount claimed.

REPAIRING A STEAMER.

Wan Wong, trading as Ah Wong sued Tomas Schi Kwong for \$35.85 for materials supplied and work done on board the steamer "Progress."

Mr. Otto Kong Sing appeared for the plaintiff and Mr. A. G. Jackson of Messrs. Johnson Stokes and Masters defended.

Mr. Otto Kong Sing said the defendant had gone to the plaintiff who was a contractor with regard to some work to be done to the s.s. "Progress." Plaintiff went to the steamer and the captain pointed out certain work which plaintiff subsequently executed. He was told to do to Cheung Hing with his bill and they referred him to the Captain, who again sent him to the Cheung Hing. He could get no satisfaction, hence the action.

The defence contended that the Captain was not liable.

His Lordship, after hearing evidence, reserved judgment.

PENANG'S TRADE.

A special meeting of the Penang Chinese Chamber of Commerce was held to consider the financial condition of the Colony, adopted the following resolution:

That this meeting considers that if those large shopkeepers of good standing are given further extension of time by wholesale import merchants, the crisis will be averted, and the Chinese Chamber of Commerce be asked to give the proposal their consideration and, if approved, to approach the wholesale import merchants on behalf of the large shopkeepers, in such manner the Chamber may seem fit.

The following, says the Penang Gazette, were adopted as members of the committee:

Messrs. Ong Hock Beng, Lim Chean Hock, Lim Cheng Teik, Ong Than Song, Yeoh Bon Wan, Yeoh Song Lee, Lim Song Hooi, Quah Beng Kee, Lim Chin Guan, and Mr. Yeoh Pak Tatt.

Mr. Pak Tatt referred to his remarks at the public meeting of Chinese traders, where he had said that a resolution was passed by the European Chamber of Commerce to the effect that every failure would be put into the bankruptcy Court. He informed his hearers that Messrs. D. A. M. Brown and Phillips had written to the local papers emphatically denying that such a resolution had been passed or discussed by the European Chamber of Commerce. He took this denial as correct, and said such letter had not only proved interesting but was also appreciated by one and all as being in the interests of the public.

The Chinese shopkeepers had generally understood that such a resolution, which had been spoken of by European import merchants in the market, meant that it had been passed by the European Chamber of Commerce. It was unfortunate that this misapprehension had occurred. He asked if any of the members desired any further information as to the way in which it had been created, as there were others present who could give the necessary particulars.

Mr. Beng Kee thought that this was not necessary.

Mr. Pak Tatt considered it was necessary to explain the facts of the case to the meeting in order to prevent any impression that he had made the remarks at random.

Mr. Beng Kee advocated that the policy of "best said, soonest intended" would be best to adopt in this matter.

RECENT SAYINGS:

If a Republic were formed to-morrow His Majesty would be elected as the first President. Councillor Bibby, of Shoreditch.

The population grows, but the people drink less.—Mr. Asquith.

I am delighted to bear testimony that this is the soberest Parliament I ever remember.—Sir R. Cremer.

We are in danger of being beaten to death by olive branches.—Lord Hugh Cecil.

What is needed to preserve the world's peace is more battleships and fewer statesmen.—Rear-Admiral Evans.

I do not think 30 per cent. of the persons who commit suicide are actually insane.—Dr. Waldo, Corcoran for Southwark.

Thank God, we have no Parliament.—M. Kokovzoff, Russian Minister of Finance.

I never read the book of the day. Rather do I read the book of the day before yesterday. It saves one reading an enormous amount of what everyone soon forgets.—Mr. Justice Darling.

A woman dresses to please herself, and a lady dresses to please her dressmaker.—Mr. Dion Calthorpe.

KULANGSU MUNICIPAL COUNCIL

Minutes of a special meeting of ratepayers held at the Municipal Board Room, on the 16th June 1908.

Present:—Messrs. Arnold, Barton, Bowes, Braun, Fenwick, Gottwaldt, Gots, Howard, Kohler, Kruse, Lorrenz, Revd. Macgowan, Dr. Merz, Nielsen, O'Brien-Butler, Okuyama, Revd. Niles, Wallace, Wilson, and Yule. The Revd. Jossland, Revd. Sdler and others.

1 Dr. C. Merz, Consul for Germany and Senior Consul, was in the chair.

2 The SECRETARY read the notice convening the meeting.

3 Mr. WALLACE, Chairman of the Council, submitted the following resolution:

"That all Opium Smoking Shops and Houses be closed within two months of the issue of a special Proclamation on the subject, which Proclamation will be issued immediately after its approval by the Consular Body."

The motion, seconded by the Revd. J. Macgowan, was put to the meeting and carried unanimously.

4 Mr. WALLACE then moved, seconded by Mr. Bowes, a resolution as follows:

"That a certain limited number of shops be licensed for the sale of prepared opium, half these said shops to be closed by the 31st March 1909, and the remaining half by the 31st March 1910."

Mr. MACGOWAN.—How many shops is it proposed to license?

Mr. WALLACE.—Seventeen is the limit.

Mr. MACGOWAN, whilst thoroughly agreeing with the resolution that the Council had so carefully drawn up, merely suggested that in licensing shops for the sale of prepared opium, the number seventeen that had been mentioned was really larger than the needs of the case demanded, and he thought that five or six would be amply sufficient. As the actual resolution made no mention however of any particular number, he hoped that the discretionary powers that were vested in the Council would lead to there being as few licensed shops as possible, and so he heartily voted for it.

Mr. WALLACE was of opinion that six shops would sell as much as seventeen, and said that the after had been most carefully considered by the Council, and it was only proposed to issue licenses to shops at present in existence, vis. seventeen.

Mr. KRUSE thought that it did not matter much whether the number stood at seventeen or less, as the shopkeepers would most probably reduce the number themselves by combining together so as to avoid the payment of license fees.

Mr. WILSON said they ought to consider the opium smoking shopkeepers whom we were closing down at only a short notice of two months, and give the whole of the seventeen present shops the opportunity of taking out licenses for the sale of prepared opium; besides the question of whether there were seventeen or six shops was of little consequence, as the whole of the licenses would be cancelled in less than two years.

Mr. WALES supported the Council's motion simply because he did not see that by altering the number of shops it was proposed to license, for the sale of prepared opium, it would make any practical difference to the consumption of opium, and the Council's motion seemed to him to be likely to cause less irritation and also to avoid any possible accusation of harsh dealing.

He was not half hearted in his desire to see this thing done, but he would like to see it done effectively and with as little irritation as may be.

The resolution was then put to the meeting and carried unanimously.

With a hearty vote of thanks to the Chairman, Dr. Merz, proposed by Mr. WALLACE, the business of the meeting was concluded.

LONDON MARINE INSURANCE MARKET.

London underwriters are disposed to accept Mr. Asquith's concession of a reduced duty on voyage policies in rather a dismally spirit, and the opinion is even expressed that the reduction does not strike at the root of their grievances at all, and the European Chamber of Commerce is asked to give the proposal their consideration and, if approved, to approach the wholesale import merchants in such a manner as to avoid any possible disadvantageous position to transactors of every other kind of insurance business, which requires only a penny stamp per policy, and that the vexation, and sometimes loss of business, to foreign competitors, caused by the necessity for stamping ad valorem the thousands of policies that are issued and reach this country from abroad is out of all proportion to the small amount of revenue produced. Still, the reduction is really worth having for it is in cargo business that the voyage policies are principally used, and this is in this class of business that the bulk of reinsurance are placed, each of which requires ad valorem stamp; no doubt, if the change had been made to a penny stamp per voyage policy, the business would have considered itself treated generously. Incidentally, it is suggested that the proposal may lead to the decline of time policies, now used chiefly for hulls. The duty upon these is 3d. per cent. for six months and 6d. per cent. for 12 months, and while premiums remain at their present level an owner whose vessel completes a voyage in less than six months will be paid a premium of 6d. per cent. less than the one paid for a voyage of 12 months, and it is suggested that this will be a great inducement to owners to take out voyage policies to that number with the lower duty than one time policy, with a duty of 6d. per cent. It is still the low rates of premium that have made the imposition of the tax seem specially burdensome.

The three men arrested on suspicion of being concerned in the death of a man who was alleged to have been pushed over a verandah, last week, appeared before Mr. Wood at the Magistrate yesterday. One was discharged but the police proceeded with the case against the other two. Witnesses testified to deceased's movements on his arrival from Canton. He went to the house of the prisoners to renew a mortgage deed. The first prisoner asked deceased to go to No 215 Des Vœux Road West, where he would borrow \$30. They then went upstairs, and after half an hour had elapsed deceased and the stranger came down again and the stranger spoke to one of the witnesses who was standing at the bottom of the stairs. The deceased and the stranger went upstairs again and about ten minutes later deceased fell from the verandah on the third floor, knocking up against some bamboo poles which were on the second floor. Prisoners were then arrested. The case was adjourned.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

DUTCH DIFFICULTIES.

LONDON, June 22nd.

NOTICES TO CONSIGNEES

NORDDEUTSCHE LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 9.30 A.M.

All claims must reach us before the 27th inst., or they will not be recognized.

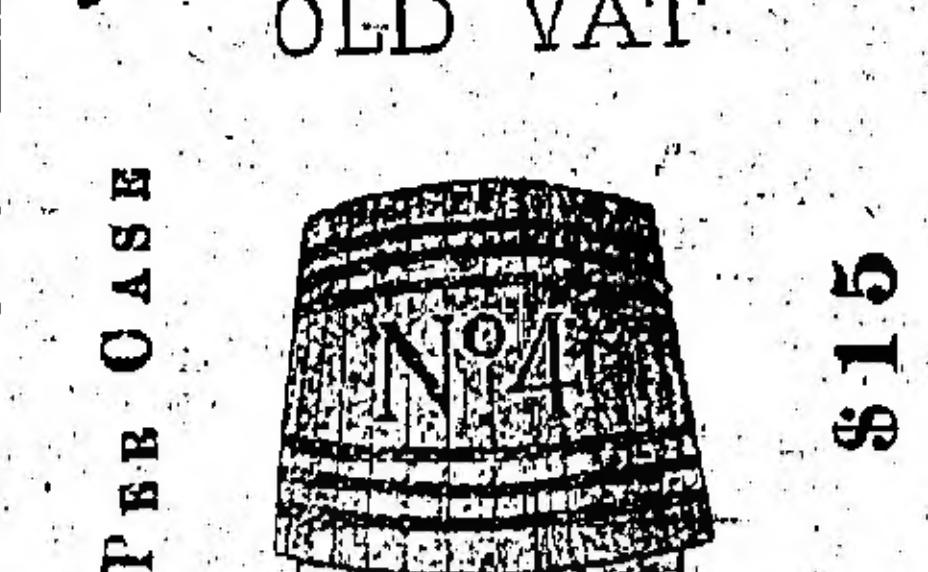
No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD.
MELCHERS & CO.,

Agents.

Hongkong, 16th June, 1908.

THORNE'S
OLD VAT

PEP CAFE
15
5

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

Agents.

Hongkong, 16th June, 1908.

NOTICE TO CONSIGNEES.

FROM EUROPE

THE H. A. L. Steamship

"INTRIA."

Captain Lüning, having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional cargo will be given before To-DAY. Any cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, and stored at Consignees' risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE

Hongkong Office.

Hongkong, 18th June, 1908.

971

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, AND
MANILA.

THE above Steamer having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 18th June, 1908.

8

INDIA LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAPURA."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godown at Kowloon, where such Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst., at 3 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY.

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 18th June, 1908.

974

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"TRIESTE"

having arrived, Consignees of cargo are hereby informed that their Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the Undersigned before NOON on the 27th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th inst. will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO.,

Agents.

Hongkong, 18th June, 1908.

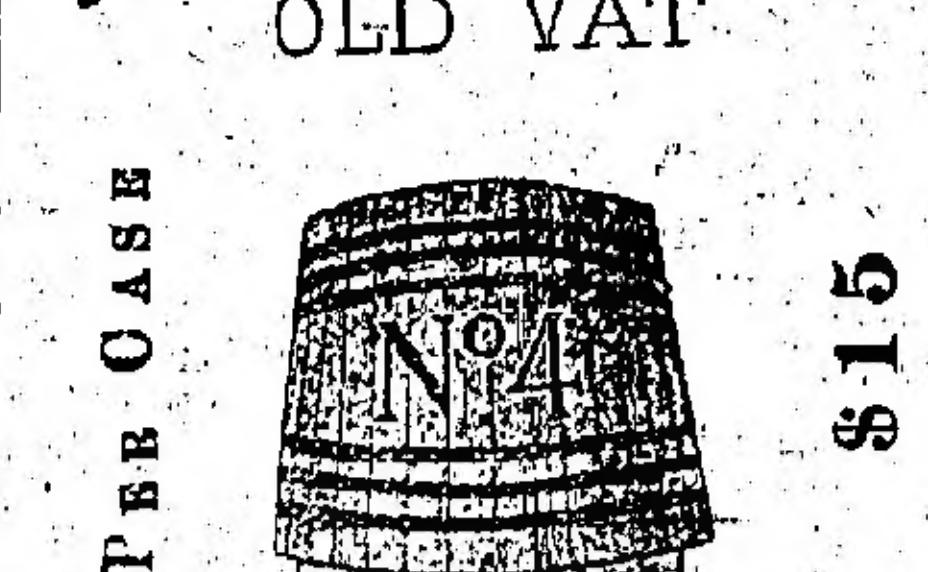
3

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG.

For Demand Drafts on London on the day of
or preceding the departure of the English
Mails, also Table of the Yearly
Approximate Averages for 34 Years
From 1874 to 1907.

Price: \$2 (U.S.). On sale at the "DAILY
PRESS" Office, or Local Booksellers.



PEP CAFE
15
5

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

Agents.

Hongkong, 16th June, 1908.

NOTICE TO CONSIGNEES.

FROM EUROPE

THE H. A. L. Steamship

"INTRIA."

Captain Lüning, having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional cargo will be given before To-DAY. Any cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, and stored at Consignees' risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE

Hongkong Office.

Hongkong, 18th June, 1908.

971

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, AND
MANILA.

THE above Steamer having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 18th June, 1908.

8

INDIA LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAPURA."

having arrived from the above Ports, Consignees of cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 18th June, 1908.

974

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"TRIESTE"

having arrived, Consignees of cargo are hereby informed that their Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the Undersigned before NOON on the 27th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th inst. will be subject to rent.

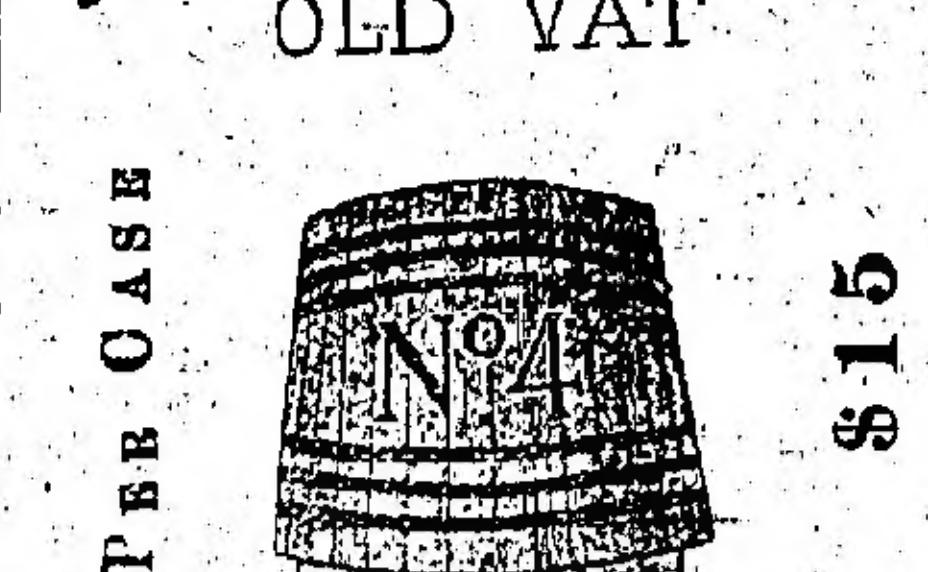
Bills of Lading will be countersigned by

SANDER, WIELER & CO.,

Agents.

Hongkong, 18th June, 1908.

3



PEP CAFE
15
5

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

Agents.

Hongkong, 16th June, 1908.

NOTICE TO CONSIGNEES.

FROM EUROPE

THE H. A. L. Steamship

"INTRIA."

Captain Lüning, having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.

Optional cargo will be given before To-DAY. Any cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, and stored at Consignees' risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE

Hongkong Office.

Hongkong, 18th June, 1908.

971

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, AND
MANILA.

THE above Steamer having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 18th June, 1908.

8

INDIA LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAPURA."

having arrived from the above Ports, Consignees of cargo are hereby requested to send in their Bills of

SHIPPING.

ARRIVALS.

ALDENHAM, British str., 3,808, St. John George, 22nd June—Japan 16th June, General Gibb, Livingston & Co.
CALEDONIAN, French str., 2,840, Lemonnier, 22nd June—Marseilles 24th May, Mails and General Messageries Maritimes.
DEWPOINT, British str., 1,246, J. Jenkins, 22nd June—Saigon 19th June, Itiner—Chinese.
GLENSTRA, British str., 3,054, McGillivray, 22nd June—London via Ports 5th May, and Singapore 16th June, General McGregor Bros. & Co.
HIKOSAN MARU, Japanese str., 3,712, M. Masuda, 21st June—Kuchinozaki 16th June, Com.—Misaki, Busan, Kaisha.
KUMSANG, British str., 2,077, E. J. Butler, 22nd June—Calcutta and Singapore 16th June, General—Jardine, Matheson & Co.
MATTHELE KOEHN, German str., 1,847, M. Dibbern, 21st June—Moj 15th June, Coal—Jadis & Co.
PREHO, French str., 3,437, Cazal, 22nd June—from Singapore—Messageries Maritimes.
QUARTA, German str., 1,145, A. Madsen, 22nd June—Singapore 13th June, General—Siemers & Co.
WINGSONG, British str., 1,517, D. A. King, 22nd June—Wuhu and Chinkiang 15th June and Boeng—Jardine, Matheson & Co.
YUENSONG, British str., 3,128, P. H. Kofo, 22nd June—Manila 19th June, General—Jardine, Matheson & Co.
ZAPIRO, British str., 1,619, R. Rodgers, 22nd June—Manila 20th June, Hemp and Sugar—Shewan, Tomes & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
22nd June.
AMARA, British str., for Hongkong.
Mandarin Maru, Jap. str., for Kuchinozaki.
Tengku, British str., for Nagasaki.
Tonkai, Fr. str., for Saigon.

DEPARTURES

22nd June.
CAEDONIA, French str., for Shanghai.
ICHAKA, German str., for Taka.
KWANGLAI, Chinese str., for Canton.
NAMSANG, British str., for Shanghai.
RAGNAE, Norwegian str., for Haiphong.
TELEMACHUS, British str., for Shanghai.

SHIPPING REPORTS.

The British str. YuenSong reports: Moderate breeze and fine clear weather.
The British str. Zafiro reports: Moderate W. S. W. to S. S. E. winds, moderate S. W. sea, clear weather passing showers.
The British str. Aldenham reports: Strong head winds and rough sea, till making the China Coast and then to light variable winds and foggy weather.
The British str. Kumsang reports: Moderate W. S. W. winds and sea, overcast and fully with heavy rain, to Lat. of Paracel to Port moderate E. S. E. wind and sea, fine and clear.

VESSELS IN DOCK.

June 22nd.
ABEDIN DOCKS—
KOWLOON DOCKS—Sorogon, Fiume, Courtfield, Sumatra, H. M. S. Monmouth, Tringau, COSMOPOLITAN DOCKS.

VESSELS ON THE BERTH
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

CATHERINE APCAR, Captain W. D. A. Thomas, will be despatched for the above Ports TO-DAY, the 23rd inst., at Noon, instead of as previously advertised.
For Freight or Passage, apply to

DAVID SARSOON & CO., LTD., Agents.
Hongkong, 22nd June, 1908. 984

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

HAICHING, Capt. Passmore, will be despatched for the above Ports TO-DAY the 23rd inst., at 2 P.M.
For Freight or Passage, apply to
DOUGLAS, LAFBAIK & Co., General Managers.
Hongkong, 20th June, 1908. 978

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
SINGAPORE, PENANG
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.
Taking Care at through-rates to the BRAZIL
to PERSIAN GULF, RED SEA, BLACK
SEA, LEVANT, VENICE and ADRIATIC
POETS.

THE Company's Steamship

TRIESTE, Captain S. Ohnai, will be despatched as above TO-DAY, the 23rd June.

This steamer has ample accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Fare, apply to

SANDER, WIELER & Co., Agents.

Princes Building, Hongkong, 22nd June, 1908. 3

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at POOT DARWIN, and QUEENSLAND PORTS and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, ETC.

THE Steamship

ALDENHAM, Captain St. John George, will be despatched as above on THURSDAY, 25th inst., at Noon.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice & Co., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are on board.

N.B.—To assure the additional comfort of Passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th June, 1908. 949

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP via SINGAPORE, &c.	PALERMO	Brit. str. ...	—	J. B. Ferguson	P. & O. S. N. Co.	About 23rd inst.
LONDON & ANTWERP via USUAL PORTS OF CALL.	ARCADIA	Brit. str. ...	—	A. L. Valentini	P. & O. S. N. Co.	On 27th inst., at Noon.
HARVE & HAMBURG via STRAITS, &c.	CAERNARVONSHIRE	Brit. str. ...	—	Shewan, Tomes & Co.	HAMBURG-AMERICA LINE ...	About 16th July.
DORTMUND	ISTRIA	Ger. str. ...	k. w.	Malchow	HAMBURG-AMERICA LINE ...	On 12th July.
SAKONIA	TONKIN	Ger. str. ...	k. w.	Luning	HAMBURG-AMERICA LINE ...	On 9th August.
TONKIN	HARATA MARU	Fr. str. ...	—	Habel	MESSAGERIES MARITIMES ...	To-day, at 1 P.M.
HARATA MARU	TONKIN	Jap. str. ...	—	Charbonnel	NIPPON YUSEN KAISHA	Tomorrow, at Daylight.
TONKIN	TONKIN	Dan. str. ...	—	T. Murai	MELCHERS & Co.	Beginning of July.
TONKIN	WAKASA MARU	Jap. str. ...	—	N. Nielsen	NIPPON YUSEN KAISHA	On 8th July, at Daylight
WAKASA MARU	TONKIN	Brit. str. ...	—	Christensen	HAMBURG-AMERICA LINE ...	On 26th inst.
TONKIN	BRISAYA	Brit. str. ...	—	Rod. Meyer	MELCHERS & Co.	On 1st July, at Noon.
TONKIN	KLEIST	Brit. str. ...	—	S. Chlunak	SANDER, WIELER & Co.	To-day.
KLEIST	TRISTE	Brit. str. ...	—	G. S. Laprair	DOWELL & CO., LTD.	8th July.
TRISTE	SAINTE GEORGE	Brit. str. ...	—	T. W. Garlick	ARNHOLD, KARBERG & Co.	About 25th inst.
SAINTE GEORGE	OCEANO	Brit. str. ...	—	J. Nagao	CANADIAN PACIFIC R. Co.	On 4th July, at 4 P.M.
OCEANO	EMPEROR OF JAPAN	Brit. str. ...	—	St. John George	CANADIAN PACIFIC R. Co.	On 11th July, at Noon.
EMPEROR OF JAPAN	MONTAIGLE	Brit. str. ...	—	G. W. Eddy	TO-DAY, at 4 P.M.	To-day, at 4 P.M.
MONTAIGLE	KAGA MARU	Brit. str. ...	2 m.	T. Harrison	BUTTERFIELD & SWINE	On 28th inst., at 4 P.M.
KAGA MARU	TREBONT	Brit. str. ...	—	W. von Sanden	NIPPON YUSEN KAISHA	On 10th July, at Noon.
TREBONT	TORE	Brit. str. ...	—	N. Mathieson	MELCHERS & Co.	On 16th July, at 5 P.M.
TORE	TORE	Brit. str. ...	—	T. Ito	NIPPON YUSEN KAISHA	On 7th Aug., at Noon.
TORE	OSAKA SHOSEN KAISHA	Brit. str. ...	—	W. von Sanden	MELCHERS & Co.	About 5th July.
OSAKA SHOSEN KAISHA	ALDENHAM	Brit. str. ...	—	H. Petersen	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
ALDENHAM	CHANGSHA	Brit. str. ...	—	N. Mathieson	NIPPON YUSEN KAISHA	About 26th inst.
CHANGSHA	NIKKO MARU	Brit. str. ...	—	T. Ito	MELCHERS & Co.	On 27th inst., at 4 P.M.
NIKKO MARU	PRINZ WALDEMAR	Brit. str. ...	—	W. von Sanden	NIPPON YUSEN KAISHA	On 10th July, at Noon.
PRINZ WALDEMAR	KUMANO MARU	Brit. str. ...	—	N. Mathieson	NIPPON YUSEN KAISHA	On 16th July, at 5 P.M.
KUMANO MARU	VIADIVOSTOK	Brit. str. ...	—	T. Ito	MELCHERS & Co.	On 7th Aug., at Noon.
VIADIVOSTOK	KOHE, ANPING	Brit. str. ...	—	W. von Sanden	NIPPON YUSEN KAISHA	Quick despatch.
KOHE, ANPING	YOKOHAMA AND KOBE	Brit. str. ...	—	N. Mathieson	MELCHERS & Co.	On 25th inst., at 4 P.M.
YOKOHAMA AND KOBE	KORE AND YOKOHAMA	Brit. str. ...	—	T. Ito	OSAKA SHOSEN KAISHA	On 29th inst., at 4 P.M.
KORE AND YOKOHAMA	NAGASAKI, KOBE & YOKOHAMA	Brit. str. ...	—	W. von Sanden	MELCHERS & Co.	To-morrow, at Noon.
JAPAN	CHING-WANG-TAO, JAPAN, AMERICA, &c.	Brit. str. ...	—	T. Ito	MELCHERS & Co.	On 26th inst., at Noon.
CHING-WANG-TAO, JAPAN, AMERICA, &c.	TSINGTAU, CHEFOO & NEWCHANG	Brit. str. ...	—	W. von Sanden	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
TSINGTAU, CHEFOO & NEWCHANG	NANCHANG	Brit. str. ...	1 m.	N. Mathieson	MELCHERS & Co.	On 27th inst., at 4 P.M.
NANCHANG	WONGSANG	Brit. str. ...	—	T. Ito	OSAKA SHOSEN KAISHA	On 28th inst., at 4 P.M.
WONGSANG	SHANGHAI & CHINKIANG	Brit. str. ...	—	W. von Sanden	MELCHERS & Co.	On 29th inst., at 4 P.M.
SHANGHAI & CHINKIANG	SHANGHAI	Brit. str. ...	—	N. Mathieson	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
SHANGHAI	SHANGHAI via SWATOW, AMOY & FOOCHEW	Brit. str. ...	—	T. Ito	MELCHERS & Co.	On 1st July.
SHANGHAI via SWATOW, AMOY & FOOCHEW	SHANGHAI, YOKOHAMA & KOBE	Brit. str. ...	—	W. von Sanden	NIPPON YUSEN KAISHA	About 4th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str. ...	—	N. Mathieson	MELCHERS & Co.	On 5th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str. ...	—	T. Ito	OSAKA SHOSEN KAISHA	On 6th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str. ...	—	W. von Sanden	MELCHERS & Co.	On 7th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str. ...	—	N. Mathieson	NIPPON YUSEN KAISHA	On 8th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str. ...	—	T. Ito	MELCHERS & Co.	On 9th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str. ...	—	W. von Sanden	NIPPON YUSEN KAISHA	On 10th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str. ...	—	N. Mathieson	MELCHERS & Co.	On 11th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str. ...	—	T. Ito	OSAKA SHOSEN KAISHA	On 12th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str. ...	—	W. von Sanden	MELCHERS & Co.	On 13th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str. ...	—	N. Mathieson	NIPPON YUSEN KAISHA	On 14th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str. ...	—	T. Ito	MELCHERS & Co.	On 15th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str. ...	—	W. von Sanden	NIPPON YUSEN KAISHA	On 16th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA &					

"YELLOW FEEL" ON BRITISH SHIPS.

THE DANGER OF CHINESE ASCENDENCY. "A Naval Correspondent" in the Pall Mall Gazette takes a gloomy view of the gradual increase in the employment of Chinese sailors on board home-going British vessels. He writes:—

It has been said again and again, and that by politicians of all parties, that we islanders would be starved out if our merchant services were stopped to any considerable extent for a period of three months. This is a fact we know, from the compilation of actual figures, and, while not being in any present danger of such a calamity, it serves well to us what there is before us in a probable serious derangement in our mercantile marine. This probability arises from the very rapid growth of the custom of employing Chinese seamen aboard home-coming British craft.

The time was when he of "the childlike smile and bland" (as Bret Harte wrote of him, with an irony that was almost equal to Autory's "Britas is an honourable man") was held on all waters, wherever his name was known, to be the incarnation of all the evils that could get out of the sight of land, or even gain an offence.

This reputation came chiefly from the almond-eyed one's downright devilishness as a pirate and a murderer on the coast of his own Flower Land. Hardly has that dispute dropped into quietude than lo! "Ching-Ching" emerges as the embodiment of all that a seaman should be, even in the eyes of a shipowner. He who came over the horizon of British shipping, to be cursed, and was cursed incalculably, has stayed to be blessed, and blessed, indeed, by those who cursed the most. The British ship's officer and his employer, Ten years ago, to the writer's knowledge, there was hardly a Chinese sailor shipping under the Red Ensign out of Cardiff; now there are some three or four hundred, with their regular boarding-houses of Butet road, kept by their own compatriots, and these men are shipped continually by British officers in preference not only to the bad named and long-since-sought-to-have-been-hanged and dog of a British merchant seaman, but even to the exclusion of that one entire perfection of nautical virtues, the Scandinavian sailor.

Where is the inwardness of all this? Can it be that "Ching-Ching" has indeed and truly put off the sullenness of his mask, as the serpent sloughs its skin, and emerged without so much as one hereditary burr of all that former blackness? If such a miracle be, and this phenomenal increase in the employment of Chinaman seems to prove it, then, in spite of our materialistic want of faith, the days of miracles are not gone yet. In Glasgow, in Liverpool, and in London—as we saw the other day—this employment of the "heathen Chinese" is going ahead like a racing "clipper," so much so, in fact, that there is every probability of ugly work being done, should any serious breach of the peace occur in the matter, by the foreign element of our mercantile marine. Unlike the British seaman—neither the will has several times experienced—neither the "Dago," nor the "Dutchman," will be satisfied with the use of his fist, or a few chance missiles of no formidable nature. With them it will be, quickly and not limitedly, the knife. The British sailor detests the Chinaman—but his foreign shipmates hate and absolutely despise the yellow alien.

Shipowners, especially those at Cardiff and Glasgow, who are persisting in the employing of Chinese sailors, declare that the latter are no cheaper, or the whole, than white seamen are. This we who also know something of the items in the matter—are privileged to doubt. And, at the same time, it may be asked as a fair question: If the affair be one purely of the conduct of the men, why put aside the exemplary Scandinavians for one whose conversion to respectability at sea is as rash, as unadvised, and as sudden as Juliet said her love contract was—and may be, in a way, as tragic? No, we know that it is not entirely a question of behaviour aboard that is bringing so many Chinese sailors under the Red Ensign. Today, mutiny by native seamen on British craft in the China Sea is not rare, neither is piracy. And never home, at Dartmouth, only a month ago, a whole "for'ard crowd" of this sort were sent to gaol for a month for refusing duty and threatening the officers with knives. A few months back a similar occurrence happened aboard a big packet, outward bound, in the South Atlantic; but happily, stand of old rifles put matters into their proper order. Has such a thing been done by a British, or even a "mixed" crew during the past twenty years? We doubt it.

At any rate, the outlook, even to the quiet mind that examines things, is decidedly disquieting; and that, too, in spite of the fact that the forward personnel of the British mercantile marine—using mainly its composite elements—anything but a homogeneous body that will hold together in a given cause. In former struggles between the nation's industrial life, the master won solely by the means of a lack of homogeneity in the strikers. The foreign elements were enough to break the latter's camp. But in a such a one as this, where we see a beginning and hear more than we see, it would be all the while against the yellow. And the result? A practically complete stoppage of our merchant service.

THE SITUATION IN KOREA.

INTERVIEW OF PRINCE ITO WITH LOCAL GOVERNORS.

A Seoul message to Japanese papers states that on the afternoon of the 1st instant, Prince Ito, Resident-General, called a meeting of the Ministers and Vice-Ministers of State, the governors of the thirteen provinces of Korea, and the Governor of Seoul, and delivered a speech on the administrative reforms.

In compliance with the command of His Imperial Japanese Majesty, said the Resident-General, he had accepted the office of directing and supervising the administration of the home and foreign affairs of Korea, and was working hard day and night for the interests of the country. The prosperity of a nation must depend on the development of its resources, and it was to hope that all the local governors would discharge their duties successfully, working energetically. He desired to avail himself of this opportunity to learn of the condition of affairs in the interior, and requested all the officials present to express their respective views, without reserve, on the administrative reforms.

Upon the conclusion of the speech the Resident-General listened to the views of each local governor. On the conclusion of their remarks the Resident-General gave advice on important points raised by them. The meeting occupied seven hours.

The "dispatch" adds that the local governors referred to questions relating to the organisation of police, imposition of the taxes, and the administration of justice, also to industrial matters. Some of their statements furnished valuable information, certain of them passing adverse criticism on the new order of things in the interior.

HISTORY OF FORMOSA RAILWAYS.

There are three stages in the development of railways in Formosa.

(1) Chinese Railways.—In Formosa at present there are foreigners who have lived from thirty to forty years. It sometimes amuses such to see magazine or newspaper articles which refer to the Japanese as civilising the inhabitants of Formosa. When that remark refers to the civilising of the head-hunters on the high hills, all may, perhaps, more or less agree (though the present method of "civilising" the savages seems to be that of extermination); but when it is interpreted to mean that the Japanese are civilising the Chinese inhabitants, there are not many foreigners but will at once demur. As an example of what I mean, few outside of the island have any idea that for years before Formosa belonged to Japan at all she had a compactly good railway. As far back as 1887 the enlightened Chinese Viceroy, Liu Ming-chuan, did nobly in this matter. Work on the railway was, of course, to begin with, very slow; but in 1891 the twenty-mile stretch from Keelung to Datotai was opened for traffic, and by 1893 other forty miles (Taotai to Shinchiku on the south) were also opened. In the meantime Governor Liu, Ming-chuan was removed to China, so that railway construction in Formosa did not proceed farther south than Shinchiku. But while willingly crowding Japan with great reforms in Formosa, one point to remember is that for some years before Formosa was opened sixty-three miles of the most useful railway already existed in the island.

(2) Japanese Private Railway.—The second stage consisted in the formation of the Japanese Formosa Railway Company. The island became Japanese property early in 1895. In October 1895 the railway company was formed. The capital to be invested was estimated at £15,000,000. As the company was thought to be not quite safe, it was dissolved a year later, in October 1897.

3 Japanese Government Railways.—Then began the third stage in the development of Formosa railways—that was when the Railway Bureau was formed, and the authorities resolved to make it a Government line. The road from Keelung to Taiboku was greatly improved, sharp curves being made easier, and one or two hills which the old line climbed were now pierced by tunnels. The work under the Japanese Government began in March 1899. At the same time they began the line southward from Shinchiku, and also from Takow to come northward. The main line was completed and opened for through traffic on 20th April of the present year. Thus the work of improving the old line and the construction of the new has taken about ten years to complete and during that time about thirty million yen have been spent.

The following are the dates when the various stages of the railway were opened:—

EXTENSIONS OF OLD LINE.

Opened.

Keelung to Taihoku ... Dec. 1900

Taihoku to Yobairiki ... Feb. 1902

Yobairiki to Shinchiku ... Mar. 1902

NEW LINES.

Opened.

Taihoku to Taihoku ... Aug. 1901

Shinchiku to Chuku ... Aug. 1902

Chuku to Yobairiki ... May 1903

Yobairiki to Sansho ... Oct. 1903

Sansho to Taihoku ... May 1904

Taihoku to Arisho ... Feb. 1908

Arisho to Koroton ... Apr. 1908

South to North:—

Takow to Tainan ... Nov. 1900

Tainan to Wanli ... Dec. 1901

Wanli to Shinshih ... Apr. 1902

Shinshih to Eagi ... Dec. 1903

Eagi to Tainan ... Dec. 1904

Tainan to Torka ... Feb. 1904

Torka to Einau ... Nov. 1904

Einau to Nianshui ... Jan. 1908

Nianshui to Shoko ... Mar. 1908

Shoko to Koroton ... May 1908

In the south a small line was opened from Takow to Kyukyukudo in October 1907. It is expected that another small line will be opened from Kyukyukudo to Ako some time in June of this year.—Japan Chronicle.

THE DIAMOND MAKER.

In view of the Daily Press telegram reporting the disappearance of M. Lemoine, the diamond maker, it is odd to read the month in the following, published in Paris a month ago.

M. Le Poitevin, the examining magistrate who has the case of Lemoine, the "diamond maker," in hand, has come to the conclusion that there are fearfully tragic possibilities in the business.

He stated in an interview that on or before June 2 the public would know whether Lemoine could make diamonds or not, unless a tragedy occurred.

"What tragedy?" asked the interviewer.

"In the laboratory which we have arranged for Lemoine at St. Denis," said the magistrate, "he will employ an or monogram of 2,000 ampères. With such a current, the whole piece might be blown up, and what more mysterious and to this myopic business could there be than the disappearance of Lemoine with his secret and his laboratory destroyed by an explosion?"

"And what about the experts and yourself?" asked the interviewer.

"We should be blown up too," was the magistrate's reply. "It is of course, only a hypothesis, but I have recommended the experts to insure their lives, and have heavily insured my own."

THE ORIGINAL TAXI-CAB.

The Chinese are frequently credited with having invented the compass and—without having anticipated gunpowder, though the uses they made of these and other discoveries were a kind of a start to science—

and to this myopic business could there be than the disappearance of Lemoine with his secret and his laboratory destroyed by an explosion?"

"And what about the experts and yourself?" asked the interviewer.

"We should be blown up too," was the magistrate's reply. "It is of course, only a hypothesis, but I have recommended the experts to insure their lives, and have heavily insured my own."

A SEAFARER'S STORY.

A writer in the Singapore Free Press professes to have found a truthful beachcomber. Here is the interesting story of the man, who had just deserted from his ship—"My name, at least, always one of them, is Bill Kent, and under that I slipped from Liverpool as an A. B. in one of the rottenest tubs an ever cheated the underwriters. The firman were Liverpool Irishmen, and you can guess what that means, and the Old Man a Scot from Aberdeen aw."

"Chinese Railways.—In Formosa at present there are foreigners who have lived from thirty to forty years. It sometimes amuses such to see magazine or newspaper articles which refer to the Japanese as civilising the inhabitants of Formosa. When that remark refers to the civilising of the head-hunters on the high hills, all may, perhaps, more or less agree (though the present method of "civilising" the savages seems to be that of extermination); but when it is interpreted to mean that the Japanese are civilising the Chinese inhabitants, there are not many foreigners but will at once demur. As an example of what I mean, few outside of the island have any idea that for years before Formosa belonged to Japan at all she had a compactly good railway. As far back as 1887 the enlightened Chinese Viceroy, Liu Ming-chuan, did nobly in this matter. Work on the railway was, of course, to begin with, very slow; but in 1891 the twenty-mile stretch from Keelung to Datotai was opened for traffic, and by 1893 other forty miles (Taotai to Shinchiku on the south) were also opened. In the meantime Governor Liu, Ming-chuan was removed to China, so that railway construction in Formosa did not proceed farther south than Shinchiku. But while willingly crowding Japan with great reforms in Formosa, one point to remember is that for some years before Formosa was opened sixty-three miles of the most useful railway already existed in the island.

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese."

INDIAN ITEMS.

In future years the King-Emperor's Birthday will be celebrated in India on the same date in June as may be announced for its observance in Eng. 26th June is the day fixed for this year's celebration.

There were 1,350,000 persons in India in receipt of relief in the third week of May or 30,000 less than in the preceding week. This was chiefly due to a decrease of 52,000 in the United Provinces, where the numbers in receipt of assistance are now 1,17,000. Slight increases are reported from Bengal, the Central Provinces and Central India States.

The Pondicherry Government has refused to grant famine allowance to its employees in Mahratta, a French possession in Malabar. In spite of the "strong" representations made to it, famine allowance according to the scale of pay, is now being given to all the British employees in Malabar.

When we arrived at Aden, Ned Fenter brought out a copy of the Merchant Shipping Act and with his thumb on the rule we went off demanding to see the shipping master.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printed, Binding, &c., should be addressed to DAILY PRESS only, and special business matter to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.R.C., 5th Ed.

NEW ADVERTISEMENTS

A GENT WANTED with influence amongst Brewers, Ale Bottlers, Mineral Water Manufacturers, Wine and Spirit Merchants, Storekeepers and Users of Corks generally, to represent leading firm of Lisbon and Glasgow Cork Manufacturers. Liberal commission offered. Address "CORKS," WILLIAM POKERSON & CO., Glasgow, Scotland.

BY ORDER OF THE MORTGAGEE,
PUBLIC AUCTION.

M R. GEO. P. LAMMERT Auctioneer, has received instructions to sell by Public Auction on TUESDAY, the 30th day of June, 1908, at 12 o'clock NOON at his Sales Rooms in Duddell Street THE VALUABLE LEASEHOLD PROPERTIES, IN ONE LOT.

Known as Nos. 1, 2, 3, 4, 5, 6, 7, 8 and 9, SUN STREET, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17, MOON STREET; Wan Chai, Hongkong.

The Properties consist of all those Places or Parcels of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as India Lot Nos. 1460, 1525 and 1526 and have a total area of 18,549 square feet. Crown Rent \$278 per annum.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors: Messrs. DEACON, LOOKER & DEACON, 1, Des Voeux Road Central, and also from Mr. GEO. P. LAMMERT, the Auctioneer.

Hongkong, 23rd June, 1908. 987.

REGULAR STEAMSHIP SERVICE WITH LIBERTY TO CALL AT MALLEA COAST.

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.

S.S. "SAINT GEORGE" 8th July. For Freight and further information, apply to DODWELL & CO. LTD., Agents.

Hongkong, 23rd June, 1908. 672

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, MIDDLESBROUGH, LONDON AND PORTS.

THE Steamship

"GLENSTRAE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 29th June, will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR, BROS. & GOW, Agents.

Hongkong, 22nd June, 1908. 984

S.S. "CALEDONIEN."

COMPAGNIES DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex a.s. "Matapan" and "Dordogne," from Bordeaux ex a.s. "Ville de Ciotat" in connection with the above Steamer are hereby informed that their Goods, with the exception of Oil, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 29th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, 22nd June, 1908. 12

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN,"

FROM MIDDLESEROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 22nd July, or they will not be recognized.

All broken, chafed, and damaged Goods will be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 22nd June, 1908. 983

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along with.

Cargo impeding the discharge or remaining on board after 4 P.M. the 24th June, will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., LTD., General Managers.

Hongkong, 22nd June, 1908. 16

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains

Epitome of the Week's News.

Leading Articles:

Shipping Subsidies.

Chinese Army Reform.

Chinese Opinion.

Northern Ports.

Holiness.

Hongkong Legislative Council.

Finance Committee.

Opium Smokers.

Supreme Court.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 23rd June, 1908.

Known as Nos. 1, 2, 3, 4, 5, 6, 7, 8 and 9, SUN STREET.

Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17, MOON STREET; Wan Chai, Hongkong.

The Properties consist of all those Places or Parcels of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as India Lot Nos. 1460, 1525 and 1526 and have a total area of 18,549 square feet. Crown Rent \$278 per annum.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors: Messrs. DEACON, LOOKER & DEACON,

1, Des Voeux Road Central,

and also from Mr. GEO. P. LAMMERT,

the Auctioneer.

Hongkong, 23rd June, 1908. 987.

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALLEA COAST.

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK.

S.S. "SAINT GEORGE" 8th July.

For Freight and further information, apply to

DODWELL & CO. LTD., Agents.

Hongkong, 23rd June, 1908. 672

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, MIDDLESBROUGH, LONDON AND PORTS.

THE Steamship

"GLENSTRAE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their

Goods are being landed at THEIR RISK into the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., at Kowloon, where

each consignment will be sorted out mark by

mark, and delivery can be obtained as soon as

the Goods are landed.

Goods not cleared by the 29th June, will be

subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the steamer's arrival.

No claims will be recognized if not presented

within 14 days of the ship's arrival.

McGREGOR, BROS. & GOW, Agents.

Hongkong, 22nd June, 1908. 984

S.S. "CALEDONIEN."

COMPAGNIES DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex a.s. "Matapan" and "Dordogne," from

Bordeaux ex a.s. "Ville de Ciotat" in connection

with the above Steamer are hereby informed

that their Goods, with the exception of Oil,

Treasure and Valuables, are being

landed and stored at their risks into the

hazardous and/or extra-hazardous Godowns of

the Hongkong and Kowloon Wharf and Godown

Co., Ltd., at Kowloon, whence delivery

may be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before NOON, TO-DAY, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after

MONDAY, the 29th inst., at NOON, will be

subject to rent and landing charges.

All claims must be sent in to me on or before

the 29th inst., or they will not be recognized.

All damaged packages will be examined on

MONDAY, the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, 22nd June, 1908. 12

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN,"

FROM MIDDLESEROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed

at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP	PALEMO	About 23rd June	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT	Capt. J. B. Ferguson		
ANG, COLOMBO, PORT			
SAYD and MARSSEYLLES			
SHANGHAI	DEVANHA	About 25th June	Freight and Passage.
Capt. T. H. Hills, E.N.R.			
LONDON via USUAL PORTS	ARCADIA	Noon, 27th June	See Special of CALL.
Capt. A. L. Valadini			
SHANGHAI, MOJI, KOBE, NUBIA	LENNOX	About 4th July	Freight and Passage.
and YOKOHAMA	Capt. F. J. Fox		

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 20th June, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
BOHIOH and HAIPHONG	"LINAN"	On 23rd June, 8 A.M.
SWATOW, AMOY and SHANGHAI	"SHAOHSING"	On 23rd June, 2 P.M.
SHANGHAI and CHINKIANG	"SHANSI"	On 23rd June, 4 P.M.
MANILA	"TAMING"	On 23rd June, 4 P.M.
MANILA ZAMBOANGA, THURE- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE		
BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 27th June, 4 P.M.
TSINGTAU, CHEFOO & NEWCHENG "NANCHANG"		On 29th June, 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS		have superior Passenger accom- modation with Electric Light throughout and Electric Fan in the Staterooms and Dining Saloon.
AUSTRALIAN STEAMERS		have superior accommodation with Electric Light through- out and Electric Fan in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
SHANGHAI STEAMERS		have good Sailor Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—	BUTTERFIELD & SWIRE, AGENTS	11
Hongkong, 23rd June, 1908.		

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Friday, 26th June.
KUDAT & SANDAKAN	Capt. W. V. SENFEN	
"BORNEO"		End of June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST"	Wednesday, 1st July, at NOON.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ LUDWIG"	About Wednesday, 1st July.
MANILA, NEWGUINEA, BEIS- BANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Thursday, 16th July, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 20th June, 1908.

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.TAKING Cargo at Through Bills to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports.Also via Aden or Port Said, by the Company's "Arabian and Persian Services" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, YOKOHAMA & KOBE S.S. SAXONIA	30th June	FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG	26th June
S.S. SILVIA	1st July	FOR HAVRE & HAMBURG	26th June
FOR SHANGHAI, YOKOHAMA & KOBE S.S. SLAVONIA	8th July	S.S. DORTMUND	12th July
		S.S. ISTRIA	26th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office. 12

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Wednesday, 24th June, Noon.
MANILA	"YUENSANG"	Friday, 26th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 27th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 30th June, Noon.
MANILA	"LOONGSANG"	Friday, 3rd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Wednesday, 15th July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.Taking Cargo or Through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin
and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Hongkong, 23rd June, 1908.

GENERAL MANAGERS.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
Across the Pacific is the "EMPERESS LINE", Sailing 5 to 10 days Ocean Travel.
12 DAYS YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)
R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER
"EMPERESS OF JAPAN" 6,000 " 4th July ... 25th July
"MONTEAGLE" 6,163 " 11th July ... 4th Aug.
"EMPERESS OF CHINA" 6,000 " 25th July ... 15th Aug.
"GLENFARG" 5,700 " 8th Aug. ... 6th Sept.
"LENNOX" 3,700 " WEDNESDAY, 9th Sept. ... 8th Oct.
"EMPERESS OF INDIA" 6,000 " THURSDAY, 24th Sept. ... 13th Oct.S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE", "LENNOX" and "GLENFARG" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamship,
14,000 tons register thus providing a comfortable and speedy through route to Europe.Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York 27.10
Intermediate on Steamers ... 24.00 " 24.00
and 1st Class Railways. " 24.00 " 24.00First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing
the American Continent by Canadian Pacific direct Line.R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.

Passengers Booked through to all point and AROUND THE WORLD.

SPECIAL RATES. (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRAWDODD, General Freight Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

THE CO'S S.S. LEAVING

ANPING via SWATOW, "SHOSHU MARU" WEDDAY, 24th June,

Capt. Ichi ... at 10 A.M.

& AMOY "SHIBETORO MARU" THURSDAY, 25th June,

Capt. S. Atsumi ... at NOON

"FUKUSHU MARU" FRIDAY, 26th June,

Capt. T. Ito ... at NOON

SHANGHAI via SWATOW, "CHOSHUN MARU" SUNDAY, 28th June,

Capt. T. Suruga ... at 9 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. First-class Cabins Amidships, Extravagant Table
and Cabin Cards on the Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office

Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager. 13

HONGKONG—MANILA.

Highest Class, newest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships—Electric Light, Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

S.S. SAILING

ZAFIRO ... 2540 R. Rodger ... Manila

RUBI ... 2540 R. W. Almond ... Manila

On 27th June Noon.

On 4th July, Noon.

For Freight or Passage apply to

SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 22nd June, 1908. 14

SHIPPING IN PORT.

STEAMERS.

AMASA, British str. 1,566 C. J. Mattock, 14th

June—Wakamatsu 8th June, Coal—

Jardine, Matheson & Co.

AMERICA MARU, Japanese str. 3,460 W. E.

Flumer, 17th June—San Francisco 19th

May—Shanghai 15th June, Mails and

General—Toyo Kisen Kaisha.

AMIGO, German str. 3,224 Franssen, 17th June

—Hiphong 12th, Pakho 14th, and

Hoikow 16th, Rio & General—Jardine & Co.

CATHERINE APCOK, British str. 1,730 W.

D. A. Thomas, 13th June—Calcutta via

